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Bay Area Transportation Blueprint For the 21st Century **Briefing Book**



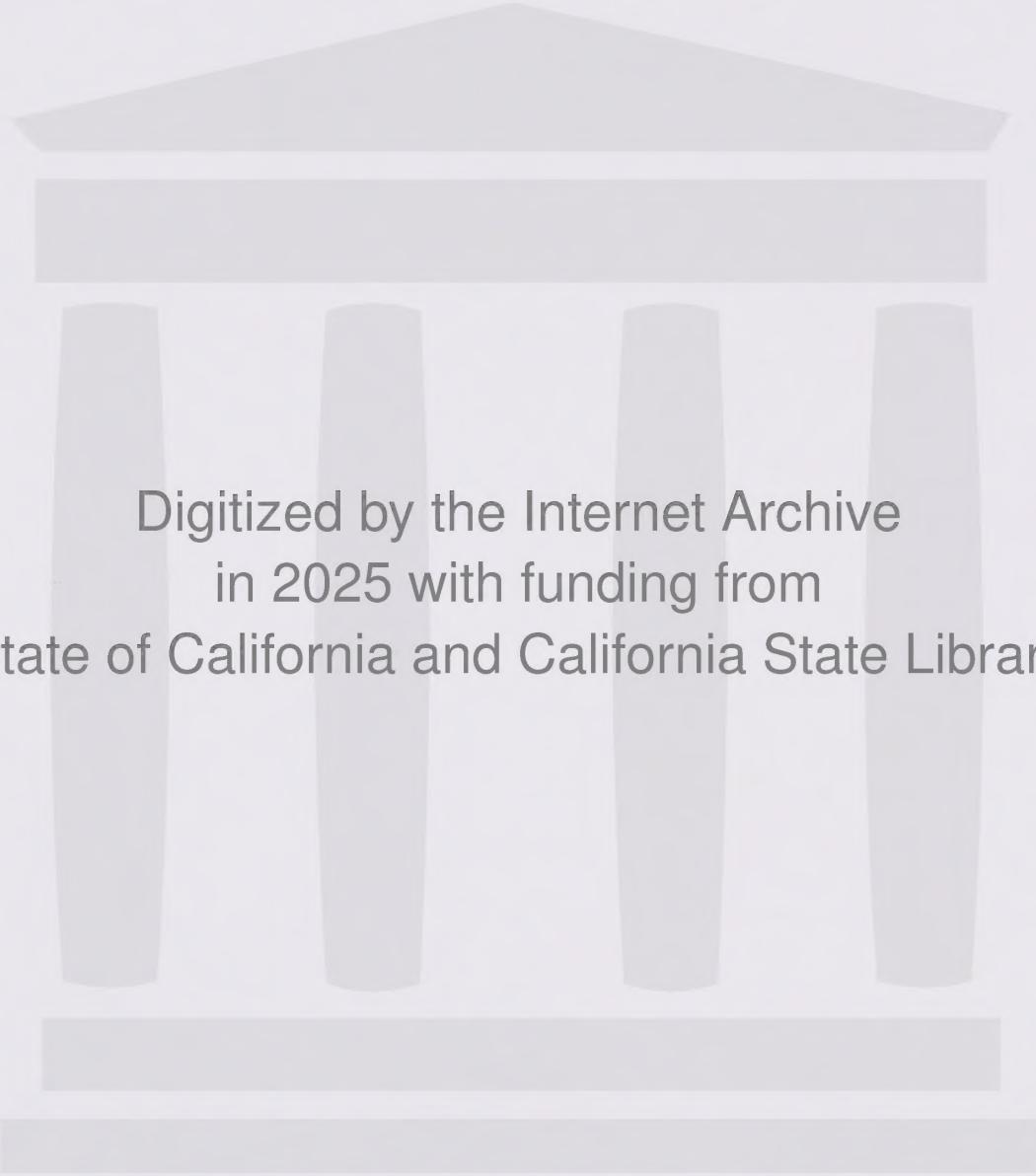
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Bay Area
Transportation Blueprint
For the 21st Century
Briefing Book

March 2000



METROPOLITAN
TRANSPORTATION
COMMISSION

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Bay Area Travel Trends

Bay Area's 10 Worst Congestion Locations for 1998



1998 Rank	Route/County	Delay in Vehicle Hours	1996 Rank
1	Interstate 680, southbound, a.m. — Alameda County Sunol Boulevard to just north of Santa Clara County line	7,240	2
2	Interstate 80, westbound, a.m. — Alameda/Contra Costa counties Appian Way to Bay Bridge toll plaza	5,840	1
3	Route 92, eastbound, p.m. — San Mateo/Alameda counties Foster City Boulevard to Interstate 880	3,730	6
4	Highway 101, southbound, a.m. — Marin County South Novato Boulevard to Interstate 580	3,240	5
5	Interstate 880, southbound, a.m. — Alameda County Auto Mall Parkway to Dixon Landing Road	3,030	3
6	Route 84, westbound, a.m. — Alameda County Newark Boulevard to Dumbarton Bridge toll plaza	2,920	17
7	Highway 101, southbound, p.m. — Santa Clara County Great America Parkway to 13th Street	2,880	15
8	Highway 237, eastbound, p.m. — Santa Clara County North First Street to Interstate 880	2,570	4
9	Interstate 680, southbound, a.m. — Contra Costa County Geary Road to State Route 24	2,390	7
10	Interstate 80, eastbound, p.m. — San Francisco County Interstate 80/101 interchange to Sterling Street	2,230	8

Source: Caltrans

The congestion locations shown are for routes in which continuous stop-and-go conditions occur with few, if any, breaks in the queue. Thus, corridors that have equally severe delays but where congestion is broken into several segments may rank lower in this type of comparison.

Fastest-Growing Bay Area Travel Markets, 2000–2020

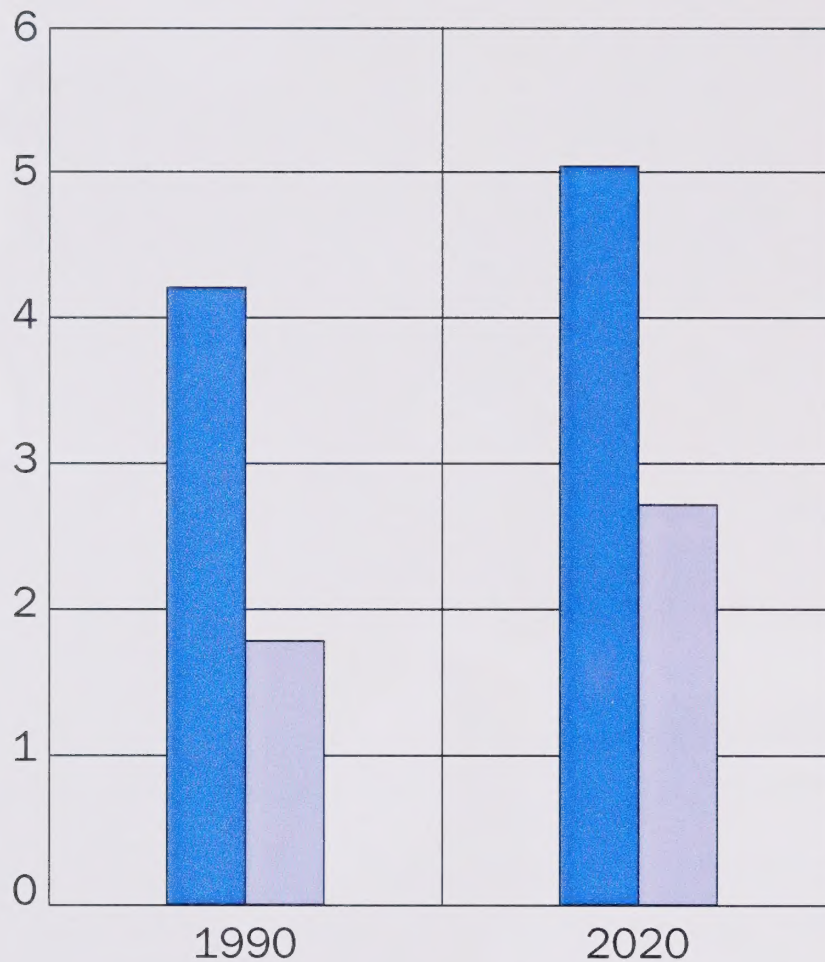
Ranked by increase in number of daily person trips (2000–2020)



Rankings based on numerical changes; percentage changes shown for illustrative purposes.

POPULATION GROWTH

MILLIONS OF BAY AREA
RESIDENTS



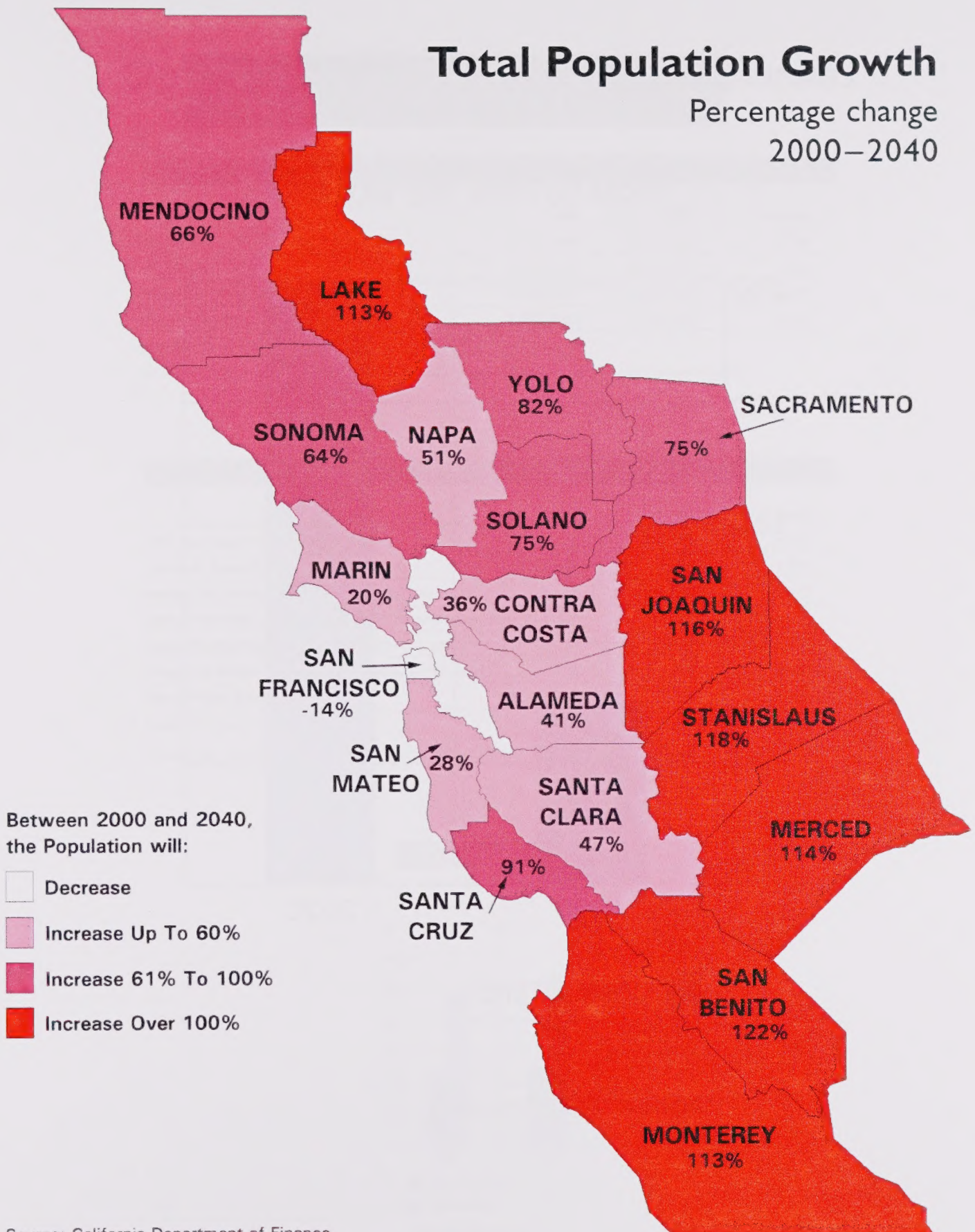
- URBAN CORE POPULATION
- EXURBAN POPULATION

“Urban Core” refers to the incorporated cities that ring San Francisco Bay, from San Rafael and Richmond in the north to San Jose in the south.

Sources: U.S. Decennial Census and ABAG's *Projections 98*

Total Population Growth

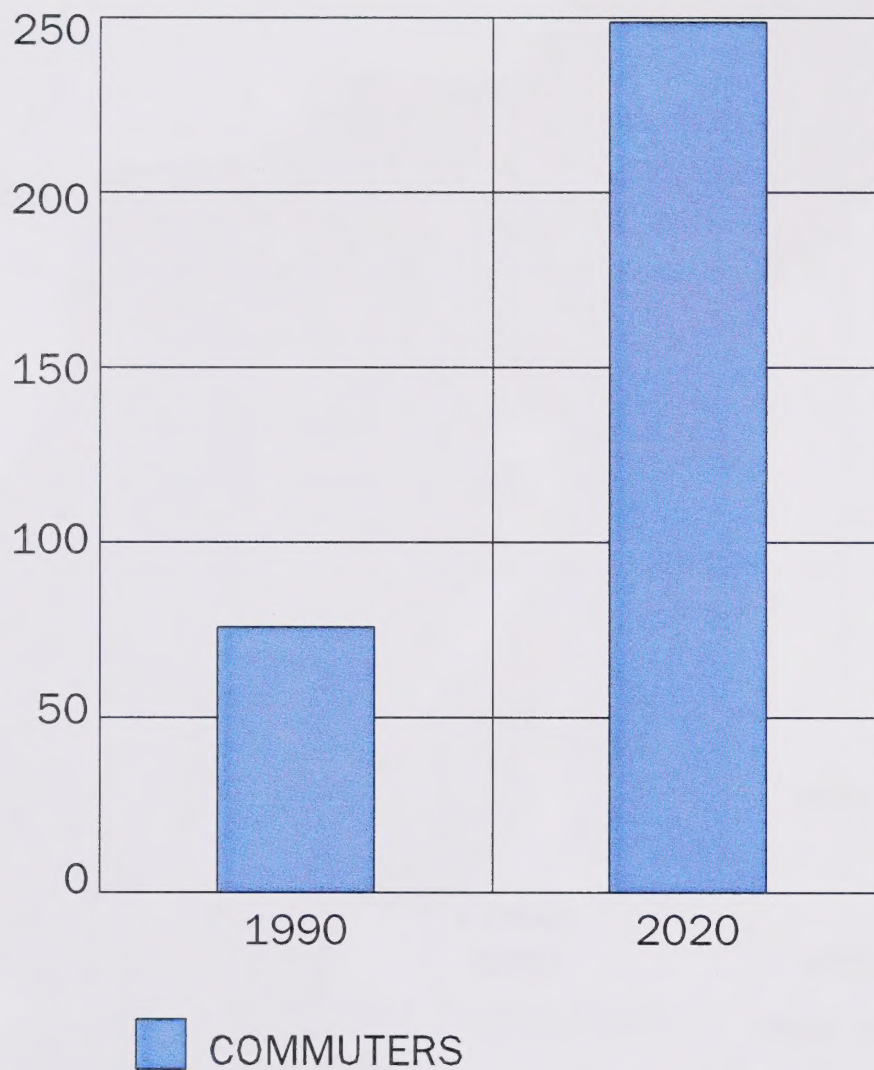
Percentage change
2000–2040



Source: California Department of Finance

IN-COMMUTING

THOUSANDS OF COMMUTERS
FROM OUTSIDE THE BAY AREA



Source: MTC forecasts

Demographic and Economic Trends

REGIONAL DEMOGRAPHIC FORECASTS

	1990	2020	% Change
Employment	3,070,704	4,373,700	+42%
Population	6,020,147	7,774,400	+29%
Urban Core Population ¹	4,226,281	5,046,300	+19%
Exurban Population	1,793,866	2,728,100	+52%

Sources: U.S. Decennial Censuses and ABAG's Projections 98

¹ "Urban Core" refers to the incorporated cities that ring San Francisco Bay, from San Rafael and Richmond in the north to San Jose in the south.

REGIONAL TRAVEL ACTIVITY FORECASTS

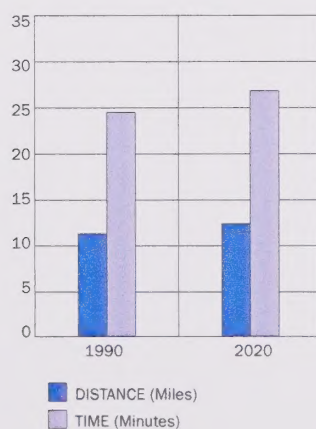
	1990	2020	% Change
Total Daily Person Trips (thousands)	18,076	24,716	+37%
Total Daily Transit Boardings (thousands)	1,536	2,091	+36%
Average Daily Vehicle Miles Traveled: Regional (thousands)	93,643	136,590	+46%
Average Daily Vehicle Miles Traveled: Interregional (thousands)	14,065	30,201	+115%
Average Roadway Speeds (miles/hour during a.m. peak)	42.4	39.6	-7%
Congestion: Average Daily Vehicle Hours of Delay (thousands) ²	105	366	+249%
Average Travel Time to Work (minutes)	24.5	26.9	+10%

Source: MTC forecasts

² "Average Daily Vehicle Hours of Delay" is a measure of the portion of time spent in traffic conditions that are less than free flowing.

COMMUTE DISTANCE VS. TIME

AVERAGE MILES³ VS. MINUTES



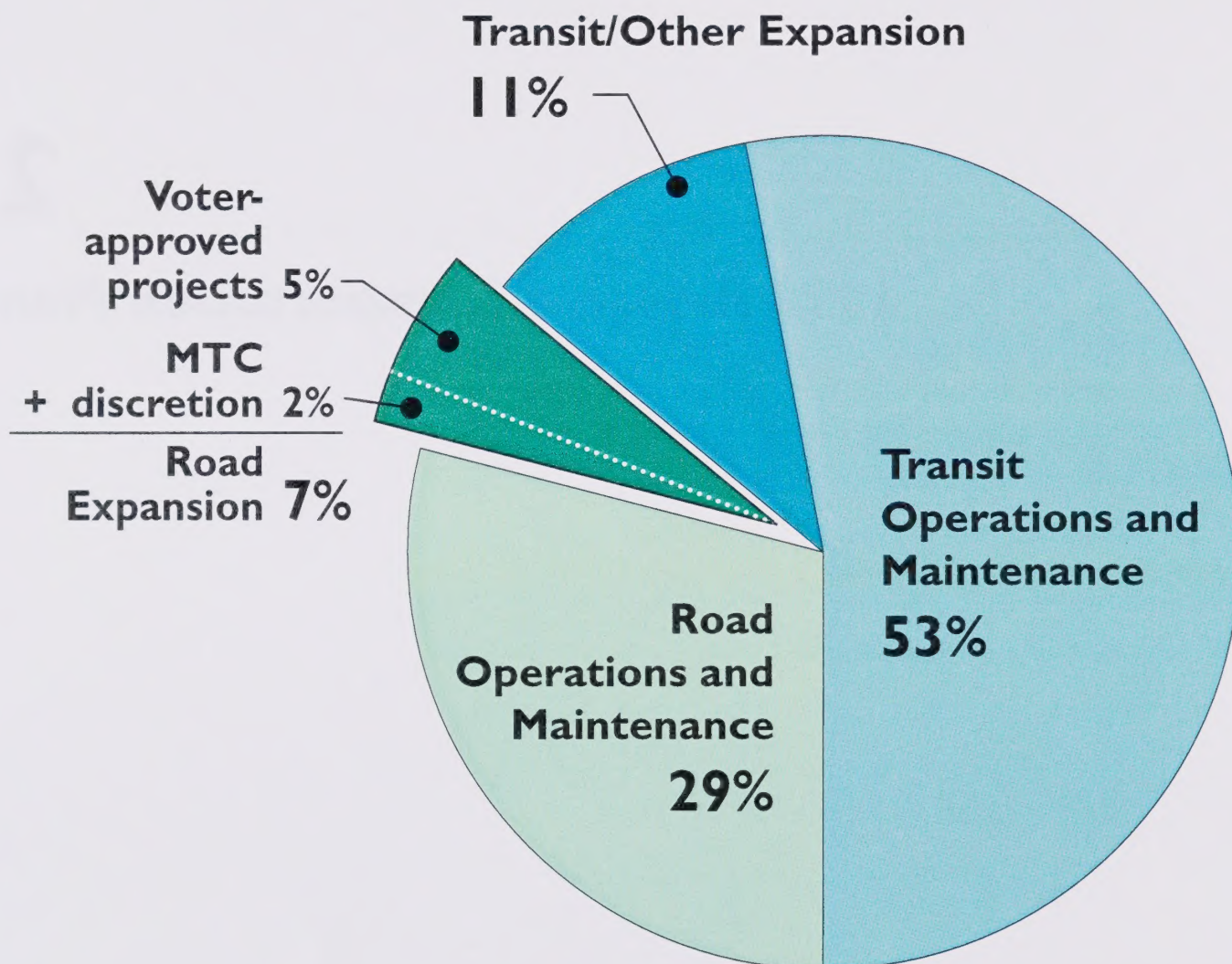
³ Excludes interregional travel

Source: MTC forecasts

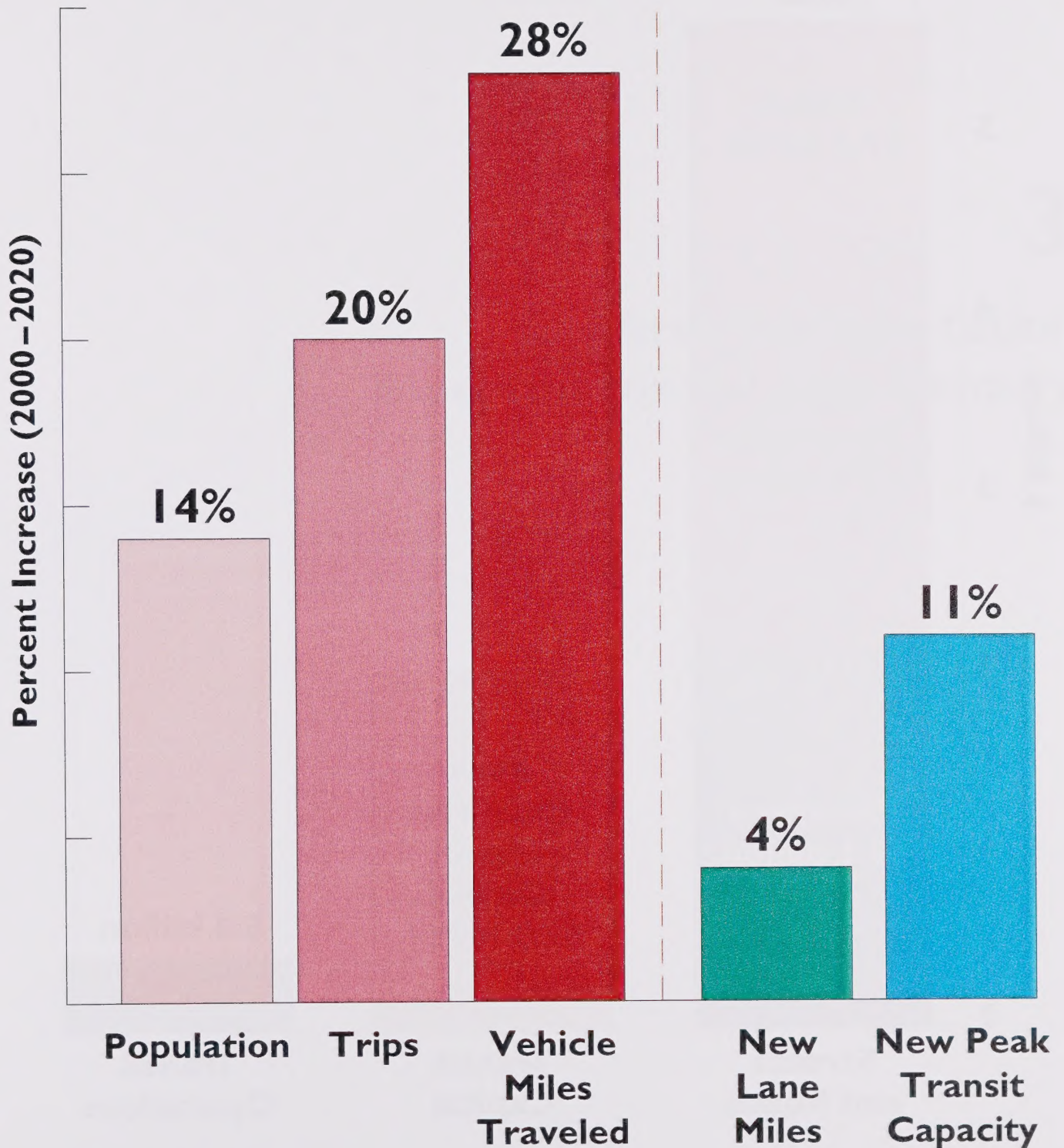
2

1998 Regional Transportation Plan

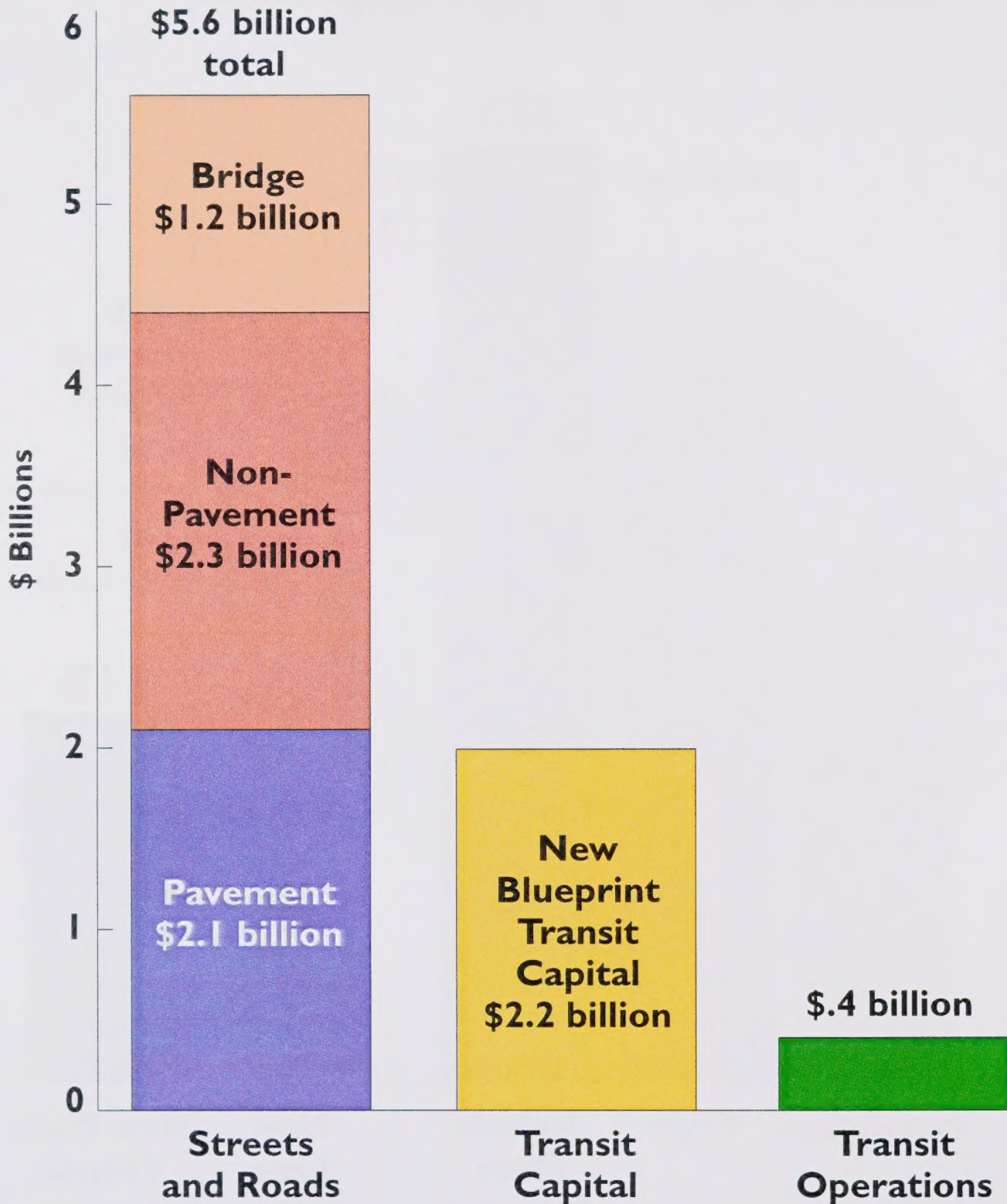
Regional Transportation Plan Expenditures (1999–2018) \$89.7 Billion



**The RTP does not provide
sufficient new capacity
to keep up with regional growth.**

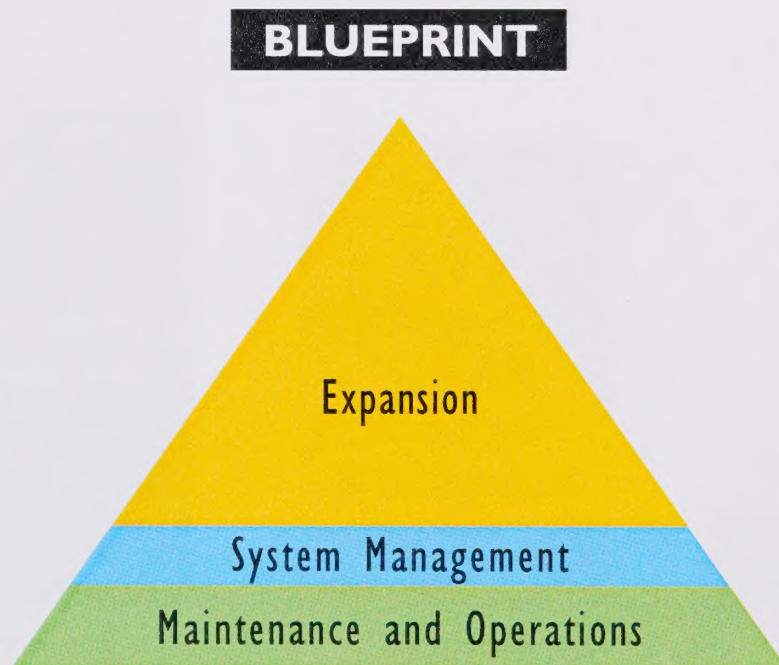
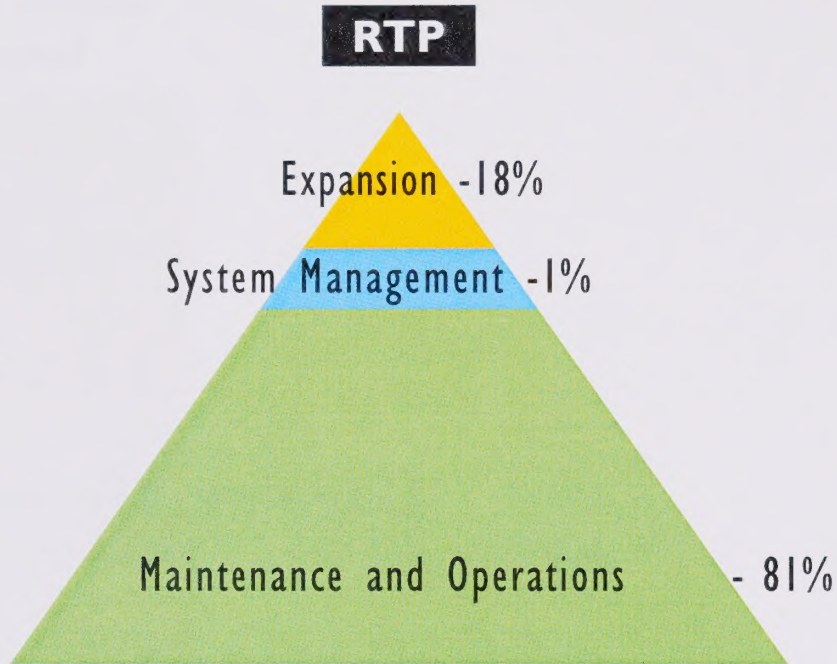


The Blueprint needs to consider some remaining transportation shortfalls.



Bay Area Transportation Blueprint for the 21st Century

The Blueprint puts an emphasis on expansion to serve growth.



Alternative Visions

A package of rail projects was evaluated.



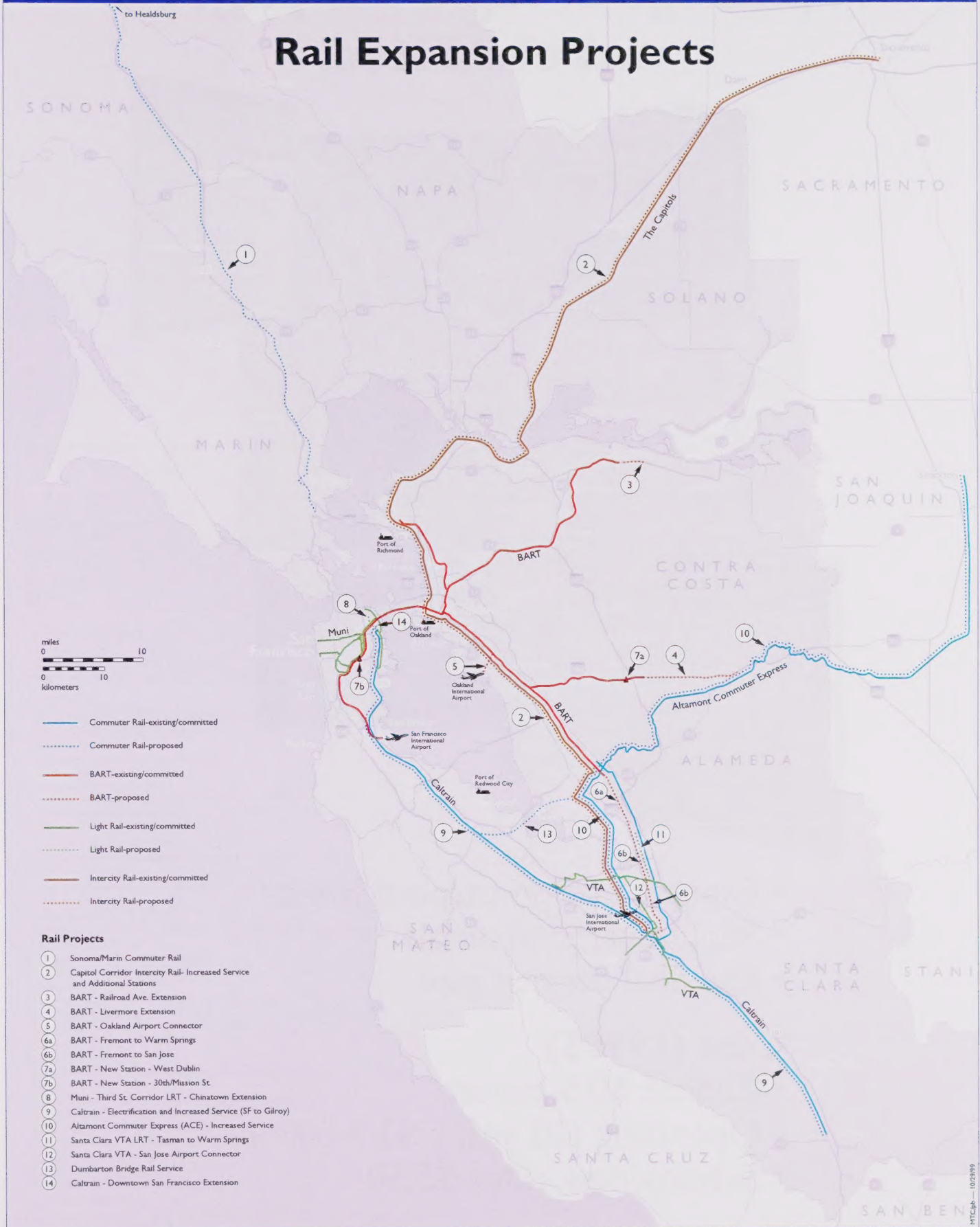
- BART
- Caltrain
- NWP Commuter Rail
- MUNI and VTA LRT
- Capitols and ACE
- Airport Connections

Cost (1999\$)

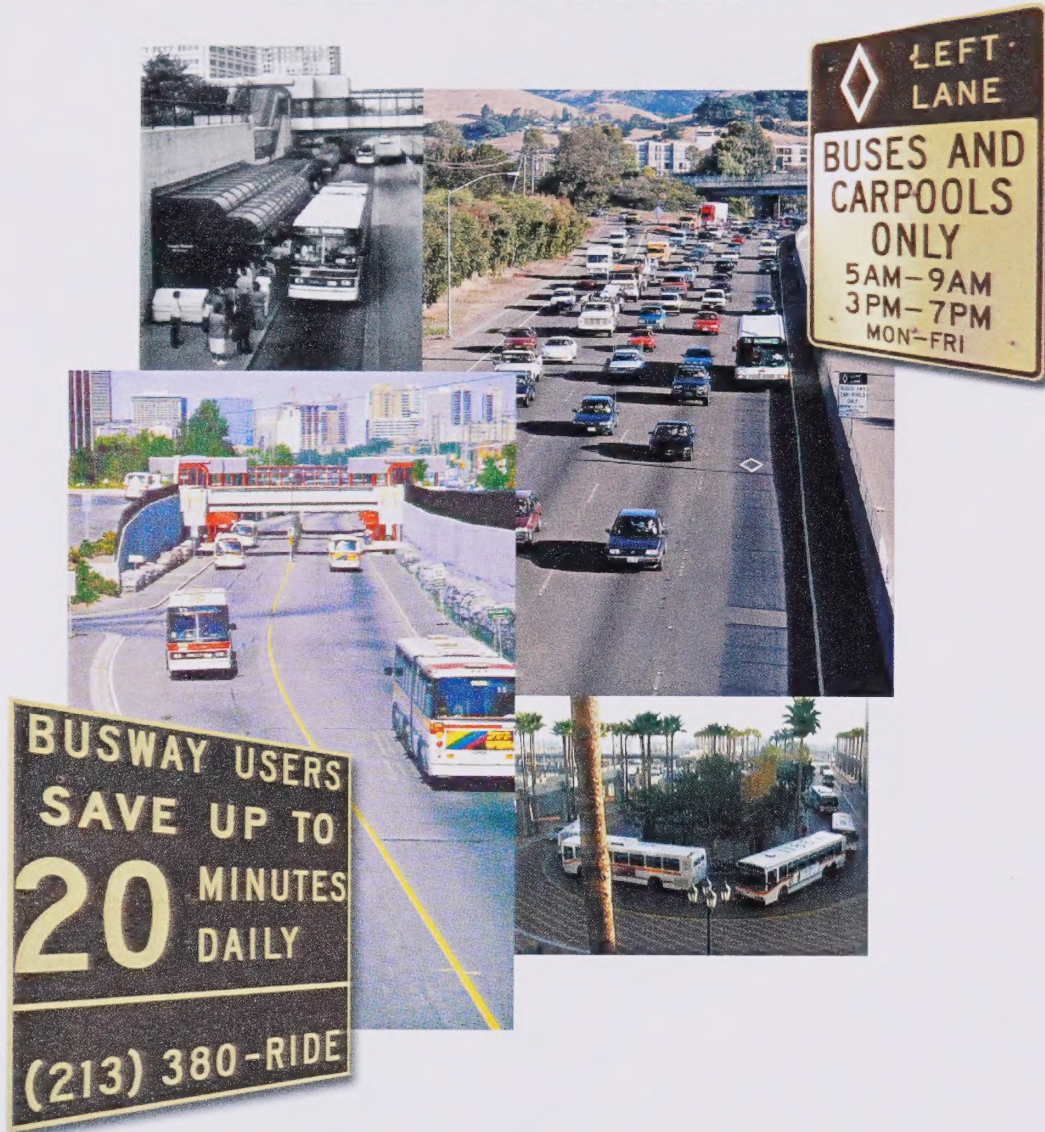
- Capital: \$8.5 billion
- Operating (20 year): \$3.9 billion
- Subsidy/new rider: \$12

Bay Area Transportation Blueprint for the 21st Century

Rail Expansion Projects



A package of rapid bus projects was evaluated.



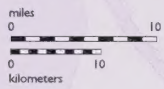
- Express bus on carpool lanes
- Rapid bus on arterials
- Regional service gaps

Cost (1999\$)

- Capital: \$0.5 billion
- Operating (20 year): \$2.9 billion
- Subsidy/new rider \$5.50

Bay Area Transportation Blueprint for the 21st Century

Rapid Bus Projects



New/Upgraded Express Bus Service

- ◆◆◆◆ Operating Over Committed (Existing/RTP) HOV Lanes
- ◆◆◆◆ Operating Over Proposed (Blueprint) HOV Lanes
- Operating Over Non-HOV Facilities

Direct HOV Connectors

- Committed (Existing/RTP)
- Proposed

Bus Park-and-Ride Lots

- P Existing
- P Proposed

Bus Routes

- 1 Santa Rosa, Sonoma, Novato and San Rafael to San Francisco
- 1a San Rafael to Richmond and del Norte BART
- 2 Napa to Fairfield
- 3 Vacaville, Fairfield and Vallejo to del Norte BART, Pleasant Hill BART and San Francisco
- 4 Brentwood to Bay Point BART
- 5 Antioch to Livermore and Pleasanton (Vasco Rd.)
- 6 Walnut Creek to Berkeley and Oakland
- 6a Walnut Creek to Dublin BART
- 7 Pleasant Hill to Concord (Treat Blvd.)
- 8 Walnut Creek to Pittsburg (Ygnacio Blvd./Kirkner Pass Rd.)
- 9 Livermore to Dublin BART
- 10 Livermore, Pleasanton, Dublin and San Ramon to San Jose, Sunnyvale and Lockheed
- 11 Pleasanton to San Mateo
- 12 Livermore to Pleasanton (Stanley Blvd.)
- 13 Crockett and Hercules to Hilltop Shopping Center, del Norte BART, Berkeley and Emeryville
- 13a Richmond to San Francisco
- 14 Oakland to Hilltop Shopping Center (San Pablo Ave.)
- 15 Berkeley and Emeryville to San Francisco
- 16 Alameda to San Francisco
- 17 Oakland intra-city (MacArthur, East 14th St. and Oakland Airport)
- 18 Hayward to San Francisco
- 19 Hayward to San Mateo
- 20 Hayward to San Jose
- 21 Union City to Palo Alto
- 22 Fremont to Milpitas, San Jose, Lockheed, Sunnyvale and Cupertino
- 23 Gilroy to San Jose
- 24 South San Jose to Lockheed, Sunnyvale, Mountain View and Palo Alto
- 25 Milpitas and East San Jose to Sunnyvale and Palo Alto
- 26 El Camino Real corridor (San Jose to San Francisco)
- 27 Palo Alto, Redwood City and Foster City to Millbrae BART
- 28 Pacifica to San Francisco
- 29 Half Moon Bay to San Mateo
- 30 San Francisco intra-city (Geary, Mission, 19th Ave., Van Ness Downtown)
- 31 San Mateo to Sunnyvale

A package of ferry projects was evaluated.



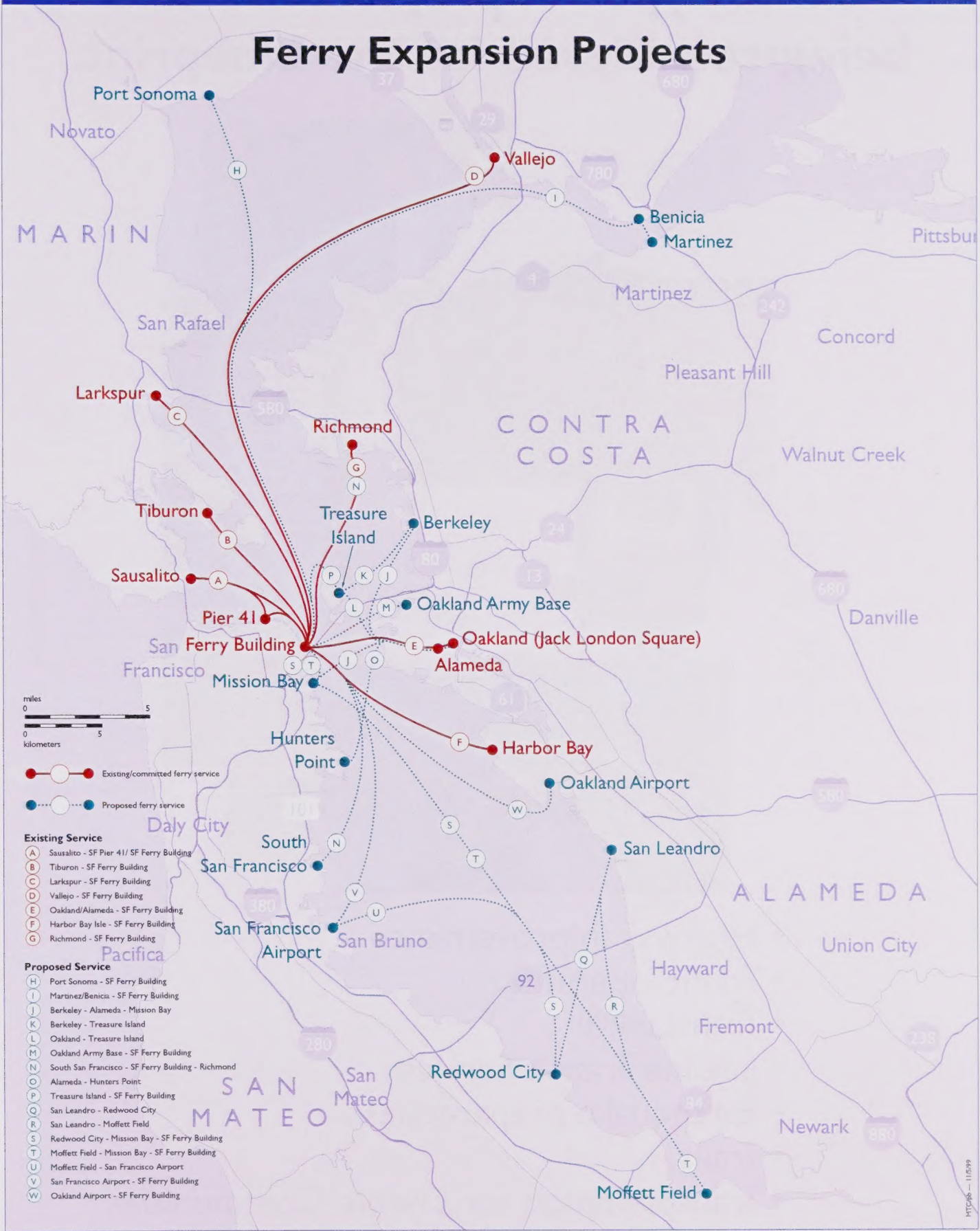
- MTC Ferry Plan
- Bay Area Council Ferry Plan

Cost (1999\$)

- Capital: \$0.4 billion
- Operating (20 year): \$1.6 billion
- Subsidy/new rider \$42

Bay Area Transportation Blueprint for the 21st Century

Ferry Expansion Projects



Other types of projects are also being considered for the Blueprint.



- Highway improvements
- Traffic operation
- TransLink®
- Lifeline Transit Service
- Earthquake preparedness
- Trails
- Transportation for Livable Communities

Bay Area Transportation Blueprint for the 21st Century

Additional Candidate Projects

SONOMA

NAPA

SACRAMENTO

SOLANO

MARIN

SAN JOAQUIN

CONTRA COSTA

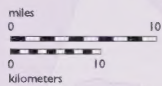
ALAMEDA

SAN MATEO

SANTA CLARA

SANTA CRUZ

SAN BENITO



Transit Projects

- T-1** Express bus service - Vallejo Ferry/BART Link
- T-2** Capitol Corridor Rail/ West Oakland BART Connection
- T-3** BART extension to Hilltop Shopping Center or Pino Vista/Pinole Shores
- T-4** BART extension to Hercules
- T-5** Light rail on Carquinez replacement bridge
- T-6** BART extension to Hillcrest Ave. (Antioch)
- T-7** Commuter rail - Brentwood to Bay Point
- T-8** ACE branch line - Tracy to Brentwood
- T-9** Light rail on Benicia Bridge
- T-10** Rapid bus service in Berkeley/Oakland/San Leandro corridor
- T-11** BART extension - Warm Springs to Milpitas/Tasman LRT
- T-12** Interim VTA commuter rail service - Union City to downtown San Jose
- T-13** Expanded VTA commuter rail service - Union City to downtown San Jose to Gilroy
- T-14** Vasona LRT - Campbell (downtown) to Winchester Station
- T-15** East Valley LRT Evergreen area to downtown San Jose (alignment to be determined)
- T-16** Fixed-guideway routes - Geary, North Beach and Van Ness corridors
- T-17** Renovated/new Transbay Terminal
- T-18** Rail on Bay Bridge
- T-19** Additional ferry routes

Highway Projects

- H-1** SR 116 realignment (Sonoma to Petaluma)
- H-2** SR 12 improvements (I-80 to Rio Vista Br.)
- H-3** SR 37 Widening with environmental improvements (SR 121 to Napa River)
- H-4** SR 121/12 widening (SR 29 to Sonoma Co. line)
- H-5** SR 29 widening (SR 221 to SR 12/Airport Rd.)
- H-6** I-80 interchange improvements and possible HOV lanes (Carquinez Br. to SR 37)
- H-7** I-80 widening (Vacaville to Dixon)
- H-8** SR 4 Bypass widening and interchange improvements (SR 160 to Walnut Blvd.)
- H-9** SR 4 widening (I-680 to SR 242)
- H-10** I-680 auxiliary lanes (I-580 to SR 24)
- H-11** SR 24 Caldecott Tunnel fourth bore
- H-12** I-580 westbound truck climbing lane (I-205 to N. Flynn Rd.)
- H-13** SR 84 Expressway (I-580 to I-680)
- H-14** I-880/I-680 cross connector (alignment to be determined)
- H-15** I-880 HOV lanes (Hacienda to 98th Ave.)
- H-16** I-580/I-238 interchange truck bypass lanes
- H-17** SR 152 realignment and widening (Gilroy Expressway)
- H-18** US 101 auxiliary lanes (various locations)
- H-19** SR 92 widening (US 101 to I-280)
- H-20** SR 1 Devil's Slide tunnel
- H-21** Doyle Drive replacement
- H-22** New westbound/eastbound Bay Bridge ramps at Treasure Island
- H-23** SR 84 Bayfront Expressway extension (US 101 to El Camino Real)



Evaluation Results

Comparison of Blueprint Packages

	RTP BASE	RAIL	BUS	FERRY
CAPITAL COST (millions \$)		\$8,543	\$484 ⁴	\$373
NET OPERATING COST ¹ (millions \$)		\$196 ⁵	\$145	\$81
20 YEAR OPERATING SUBSIDY		\$3,920	\$2,900	\$1,620
PEAK PERIOD TRANSIT CAPACITY (Seat miles/hour)	3,458,000	4,252,000 (23%)	4,002,000 (15.8%)	4,043,000 (16.9%)
DAILY TRANSIT RIDERS (2020)	1,608,900	1,661,800 (3.3%)	1,703,100 (5.9%)	1,615,300 (0.4%)
TRANSIT MODE SHARE -Work -Total	10.5% 6.2%	10.5% 6.4%	11.1% 6.6%	10.6% 6.3%
DAILY VEHICLE MILES OF TRAVEL (2020) (millions)	164,038	162,946 (-0.7%)	163,408 (-0.4%)	163,974 (Negligible)
DAILY VEHICLE HOURS OF DELAY (2020)	394,611	340,083 (-13.8%)	329,905 (-16.4%)	357,291 (-9.5%)
AIR QUALITY - REACTIVE ORGANIC GASES (tons/day in 2020)	35.03	34.81 (-0.6%)	34.82 (-0.6%)	34.96 (-0.2%)
AUTO FUEL CONSUMED (millions of gallons)	8,783	8,687 (-1.1%)	8,703 (-1%)	8,749 (-.4%)
ANNUALIZED CAPITAL COST / RIDER ²		\$41.39	\$1.59	\$15.50
OPERATING SUBSIDY / NEW RIDER ³		\$11.77	\$5.50	\$41.71

Notes:

Numbers in parentheses are percentage change compared to RTP Base

¹ Annual operating cost minus fare revenues

² Annualized capital \$ / Annual new riders

³ Annual operating subsidy / Annual new riders

⁴ Assigns half of HOV costs to bus and half to carpools

⁵ Rail operating costs are from MTC Transit Operations and Maintenance cost model

Blueprint Projects with the Lowest Capital & Operating Costs* (Top 15)

Blueprint Project	\$ Millions
1 Sausalito - SF Ferry	\$0.16
2 Intra West Contra Costa Rapid Bus	\$0.45
3 Napa to Solano Rapid Bus	\$0.54
4 Solano to East Bay - I-680	\$1.05
5 Intra Solano County Rapid Bus	\$1.20
6 East Contra Costa to BART Rapid Bus	\$1.25
7 Solano to San Francisco Rapid Bus	\$1.56
8 West Contra Costa to San Francisco Rapid Bus	\$1.64
9 San Joaquin to Tri-Valley, Dublin/Pleasanton BART Rapid Bus	\$1.75
10 Central Contra Costa - North Oakland/Berkeley Rapid Bus	\$1.75
11 Intra Tri-Valley Rapid Bus	\$1.85
12 Solano to East Bay - I-80	\$1.86
13 South/Central Alameda County to San Francisco	\$1.96
14 Tiburon - San Francisco - Mission Bay Ferry	\$2.18
15 East Contra Costa to Tri-Valley Rapid Bus	\$2.23

PROJECT TYPE



Rail



Bus



Ferry

Blueprint Projects with the Most New Daily Transit Riders (Top 15)

Blueprint Project	New Daily Riders
1 Caltrain Electrification, Mass Transit Service, Downtown Extension & Grade Separations	20,000
2 Caltrain Electrification, Mass Transit Service, & Grade Separations	16,000
3 Caltrain Mass Transit Service, & Grade Separations	14,000
4 Intra-Santa Clara County Rapid Bus	12,000
5 BART to San Jose	11,500
6 BART to Livermore (SF) & Dublin infill (3 stations)	9,800
7 Mission/Bay View (SF) Rapid Bus	8,800
8 VTA Light Rail Transit to Fremont BART	8,500
9 Intra Oakland - Berkeley Rapid Bus	8,500
10 Intra San Mateo County Rapid Bus	8,300
11 South/Central/North San Mateo County to San Francisco Rapid Bus	8,200
12 Intra Marin County Rapid Bus	6,300
13 Sonoma / Marin to San Francisco Rapid Bus	5,800
14 Richmond District (SF) Rapid Bus	5,300
15 3rd Street Light Rail Transit Extension to Chinatown	5,100

PROJECT TYPE		
 Rail	 Bus	 Ferry

Blueprint Projects by Cost Per New Rider

(Low Cost to High Cost)

Blueprint Project	Cost per New Rider
1 Intra West Contra Costa County Rapid Bus	\$0.75
2 Sausalito - San Francisco Ferry	\$1.15
3 Intra Marin County Rapid Bus	\$2.01
4 Intra Oakland - Berkeley Rapid Bus	\$2.06
5 Intra Tri-Valley Rapid Bus	\$2.20
6 Intra San Mateo County Rapid Bus	\$3.23
7 South/Central Alameda County to San Francisco Rapid Bus	\$3.27
8 Intra Solano County Rapid Bus	\$3.34
9 Mission/Bay View (SF) Rapid Bus	\$3.55
10 Intra Santa Clara County	\$3.55
11 San Mateo County to Santa Clara County Rapid Bus	\$3.78
12 South/Central/North San Mateo County to San Francisco	\$3.78
13 San Joaquin County to Tri-Valley, Dublin/Pleasanton BART Rapid Bus	\$4.17
14 Richmond District (SF) Rapid Bus	\$4.52
15 East Contra Costa County to BART Rapid Bus	\$4.64
16 Sonoma/Marin counties to San Francisco Rapid Bus	\$8.31
17 Intra Central Contra Costa County Rapid Bus	\$8.41
18 Napa County to Solano County Rapid Bus	\$8.96
19 East Bay to Central San Mateo County Rapid Bus	\$9.33
20 San Joaquin County, Tri-Valley, Fremont, Hayward to Santa Clara Valley	\$9.68

PROJECT TYPE



Rail



Bus



Ferry

Blueprint Projects Ranked by Cost Effectiveness By Corridor (cost per new rider)

Blueprint Project	Cost per New Rider
Fremont-South Bay Corridor	
• San Joaquin County, Tri-Valley, Hayward, Fremont to Santa Clara County Rapid Bus	\$9.68
• VTA Light-Rail Transit to Fremont BART	\$21.55
• Expanded Interim VTA Commuter Rail Service	\$34.76
• BART to San Jose	\$100.30
Golden Gate Corridor	
• Sausalito - SF Ferry	\$1.15
• Intra Marin County Rapid Bus	\$2.01
• Sonoma/Marin to SF Rapid Bus	\$8.31
• Sonoma/Marin Commuter Rail	\$17.09
• Tiburon - SF - Mission Bay Ferry	\$21.34
• Intra Sonoma County Rapid Bus	\$21.97
• Larkspur - SF Ferry	\$23.08
• Marin to Contra Costa Rapid Bus	\$39.62
• Port Sonoma - SF Ferry	\$137.95

PROJECT TYPE		
 Rail	 Bus	 Ferry

Blueprint Projects Ranked by Cost Effectiveness By Corridor (cost per new rider) *(continued)*

Blueprint Project	Cost per New Rider
I-580 Corridor	
• Intra-Tri-Valley Rapid Bus	\$2.20
• San Joaquin County to Tri-Valley, Dublin/Pleasanton BART Rapid Bus	\$4.17
• BART to Livermore & Dublin infill (3 stations)	\$25.83
• Tri-Valley to Central San Mateo County / Alameda County Rapid Bus	\$36.98
I-680 Corridor	
• Intra Central Contra Costa Rapid Bus	\$8.41
• ACE Upgrade	\$11.27
• Solano County to East Bay Rapid Bus (I-680)	\$11.62
• Central Contra Costa - North Oakland/Berkeley Rapid Bus	\$11.68
• Southern Alameda County Rapid Bus	\$12.36
• Tri-Valley to Silicon Valley Rapid Bus	\$28.24

PROJECT TYPE		
 Rail	 Bus	 Ferry

Blueprint Projects Ranked by Cost Effectiveness By Corridor (cost per new rider) *(continued)*

Blueprint Project **Cost per New Rider**

I-80 Corridor

• Intra West Contra Costa County Rapid Bus	\$0.75
• Intra-Solano County Rapid Bus	\$3.34
• Solano County to San Francisco Rapid Bus	\$13.02
• West Contra Costa to Oakland/Berkeley Rapid Bus	\$15.75
• West Contra Costa to SF Rapid Bus	\$27.27
• Capitol Corridor Upgrade	\$28.27
• Solano County to East Bay Rapid Bus (I-80)	\$31.04
• Benicia/Martinez - SF Ferry	\$152.16

I-880 Corridor

• Intra Oakland/Berkeley Rapid Bus	\$2.06
• Oakland International Airport Rail Connector	\$12.09
• Hayward/San Leandro to Oakland/Berkeley Rapid Bus	\$13.77

North Bay-East-West Corridor

• Napa to Solano Rapid Bus	\$8.96
----------------------------	--------

PROJECT TYPE



Rail



Bus



Ferry

Blueprint Projects Ranked by Cost Effectiveness By Corridor (cost per new rider) *(continued)*

Blueprint Project	Cost per New Rider
Peninsula Corridor	
• Intra-San Mateo County Rapid Bus	\$3.23
• San Mateo County to Santa Clara County Rapid Bus	\$3.78
• South/Central/North San Mateo County to SF Rapid Bus	\$3.78
• Caltrain Mass Transit Service & Grade Separations Only	\$14.34
• Caltrain Electrification, Mass Transit Service, & Grade Separations	\$20.88
• CalTrain Electrification, Mass Transit Service, Downtown Extension, Grade Separations	\$26.17
• San Francisco International Airport - Moffett Field Ferry	\$148.00
• Moffett Field - Mission Bay - SF Ferry	\$151.79
• San Francisco International Airport - SF Ferry	\$196.68
• Redwood City - Mission Bay - SF Ferry	\$421.05

PROJECT TYPE		
 Rail	 Bus	 Ferry

Blueprint Projects Ranked by Cost Effectiveness By Corridor (cost per new rider) *(continued)*

Blueprint Project	Cost per New Rider
San Francisco Corridor	
• Mission/Bay View Rapid Bus	\$3.55
• Richmond District Rapid Bus	\$4.52
• Sunset District Rapid Bus	\$17.21
• 3rd Street Light-Rail Transit Extension to Chinatown	\$29.46
• BART infill station at 30th/Mission	\$270.00
Santa Clara Valley Corridor	
• Intra-Santa Clara County Rapid Bus	\$3.55
• San Jose International Airport Rail Connector	\$65.32
State Route 4 Corridor	
• East Contra Costa to BART Rapid Bus	\$4.64
• East Contra Costa to Tri-Valley Rapid Bus	\$18.60
• BART to Pittsburg (1 station)	\$45.65

PROJECT TYPE		
 Rail	 Bus	 Ferry

Blueprint Projects Ranked by Cost Effectiveness By Corridor (cost per new rider) *(continued)*

Blueprint Project	Cost per New Rider
Transbay Corridor	
• South/Central Alameda County to SF Rapid Bus	\$3.27
• East Bay to Central San Mateo County Rapid Bus	\$9.33
• Richmond - SF - Mission Bay - South San Francisco Ferry	\$13.19
• Dumbarton Rail	\$48.94
• Oakland International Airport - SF Ferry	\$77.56
• Vallejo - SF Ferry	\$104.63
• Oakland - Treasure Island - SF Ferry	\$168.12
• Berkeley - Treasure Island Ferry	\$168.12
• Oakland Army Base - SF Ferry	\$169.98
• San Leandro - Redwood City Ferry	\$270.05
• Alameda - Hunters Point Ferry	\$472.08
• Harbor Bay - SF Ferry	\$477.06
• Oakland - Alameda - SF Ferry	\$485.15
• San Leandro - Moffett Field Ferry	\$530.80
• Berkeley - SF - Mission Bay - Alameda Ferry	\$617.98

PROJECT TYPE		
 Rail	 Bus	 Ferry

Highway Projects with the Highest Annual Person Hours Saved (Top 10)

Blueprint Project	Annual Person Hours Saved
1 Widen SR 84 SB (I-580 to I-680)	597,200
2 HOV Gap Closure on I-680 SB (ALA/CC County Line to SR 84)	485,200
3 Widen I-580 WB with HOV (ALA County Line to Tassajara)	368,500
4 Add New 2-lane Caldecott Tunnel Bore on SR 24 EB	151,000
5 Widen SR 4 WB (SR 160 to Walnut Blvd.; I-680 to SR 242)	147,300
6 Auxiliary Lanes on US 101 SB (Grand Ave. to SM/SF Line; Marsh Ave. to University Ave.)	124,000
7 Upgrade SR 12 WB to Expressway (I-80 to Rio Vista)	115,000
8 Widen SR 4 WB with HOV (Somerville to SR 160)	107,400
9 Widen I-80 WB (SR 113 to I-505)	98,900
10 Widen I-680 SB with HOV (I-80 to I-780)	83,400

PROJECT TYPE



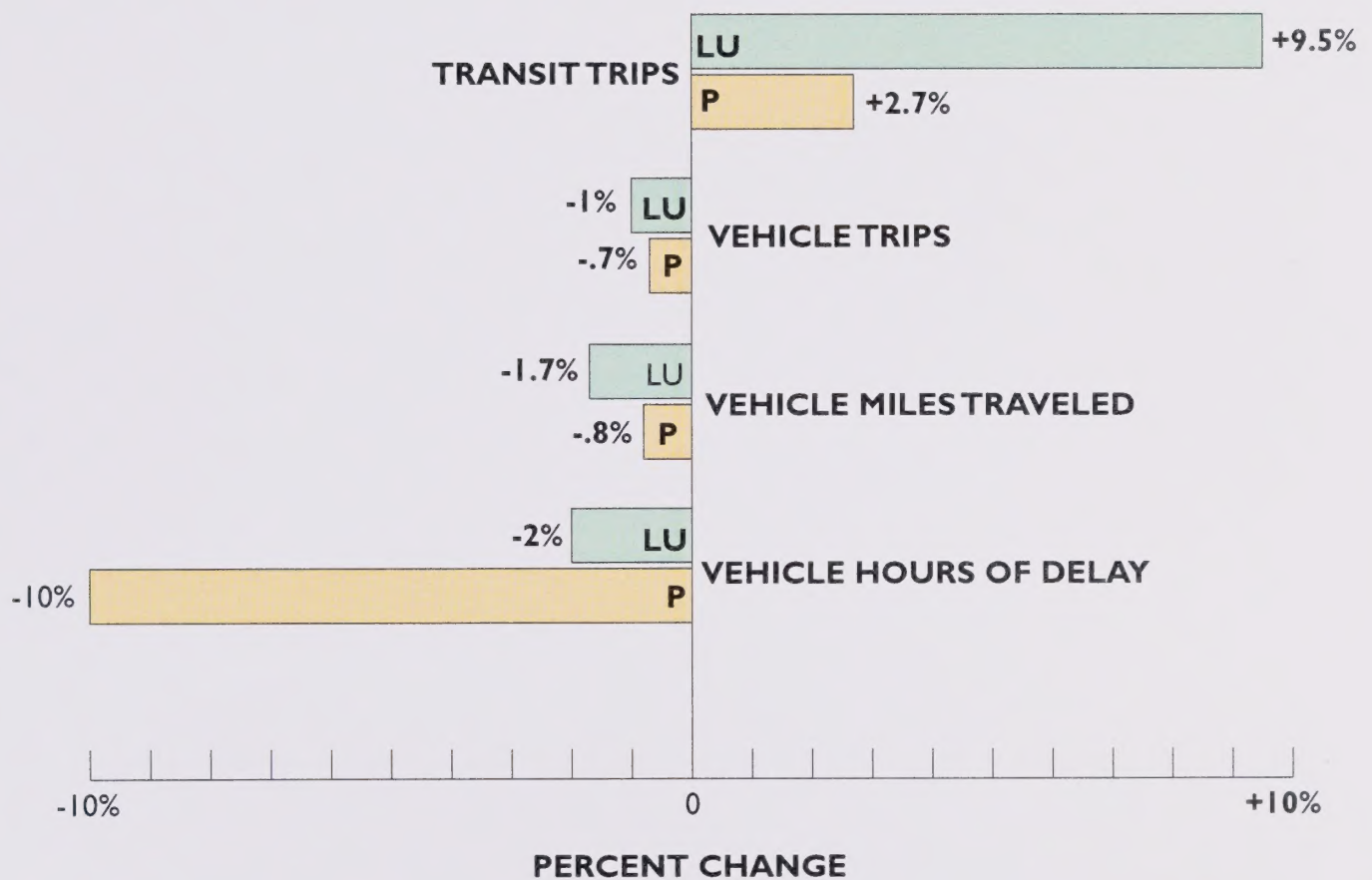
Mixed-Flow Lane



Carpool Lane

Impacts of Land Use Changes And Parking Fees on Blueprint Packages Year 2020

LU = Compact Land Use Scenario
P = Workplace Parking Fee



Funding Outlook

New funding initiatives will be considered in 2000 and beyond.

	2000 Session	2000 Election	Beyond 2000
Governor's Plan	✓		
State Bond Measures			✓
County Sales Tax • Rollover: Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara • New: Marin, Napa, Solano, Sonoma		✓	✓
Regional Gas Tax			✓
BART Bond Measure			✓
TEA 21 Reauthorization			TEA 21 expires in 2003
Bridge Toll			\$1 seismic surcharge expires in 2008

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METROPOLITAN
TRANSPORTATION
COMMISSION

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